2.0 SACRAMENTO-TO-BAKERSFIELD OVERVIEW

The alignments investigated during the initial screening are comprised of existing rail corridors, the Union Pacific (UP) and the Burlington Northern Santa Fe (BNSF) for the entire corridor and the Central California Traction (CCT) from Sacramento-to-Stockton, and two new rail alignments one to the west of State Highway 99 (W99) and one to the east of State Highway 99 (E99).

For the existing rail corridor alignments, it is assumed that, between Sacramento and Bakersfield, the high-speed train system would operate on additional right-of-way adjacent or very near to the existing rail corridor, would not share use of track, and would only in rare instances share right-of-way with the existing freight railroads. Being adjacent to an existing rail corridor would facilitate serving Central Valley downtown station locations while minimizing impacts on agricultural lands and limiting the segmentation of land parcels. Although the alignment generally follows existing rail corridors, in some instances the alignment may need to diverge from the rail corridor. Such a divergence may be proposed for several reasons, including to avoid impacting a community along the route, to connect to a proposed station site, or to switch between the individual rail alignments in order to connect the segments of the system. An additional variation to be considered for some downtown station alternatives, where there would be speed restrictions and/or considerable impacts to a community by running high-speed through trains in the urban area, is the "Express Loop" option. The "Express Loop" would allow for service to an urban station location on a two-track stopping track, on an existing rail alignment, and two through express tracks - permitting maximum speed operations - will be routed on a new rail alignment around constrained urban areas.

Creating a new transportation corridor for the W99 or the E99 would require cutting through mostly agricultural lands roughly two to five miles from State Highway 99. In most instances these alignments would best serve outlying "greenfield" suburban station locations at a distance from population concentrations and would likely lead to increased development in the immediate station area. Additionally, these alignments would result in potentially severe impacts to agricultural lands and segmentation of existing parcels.

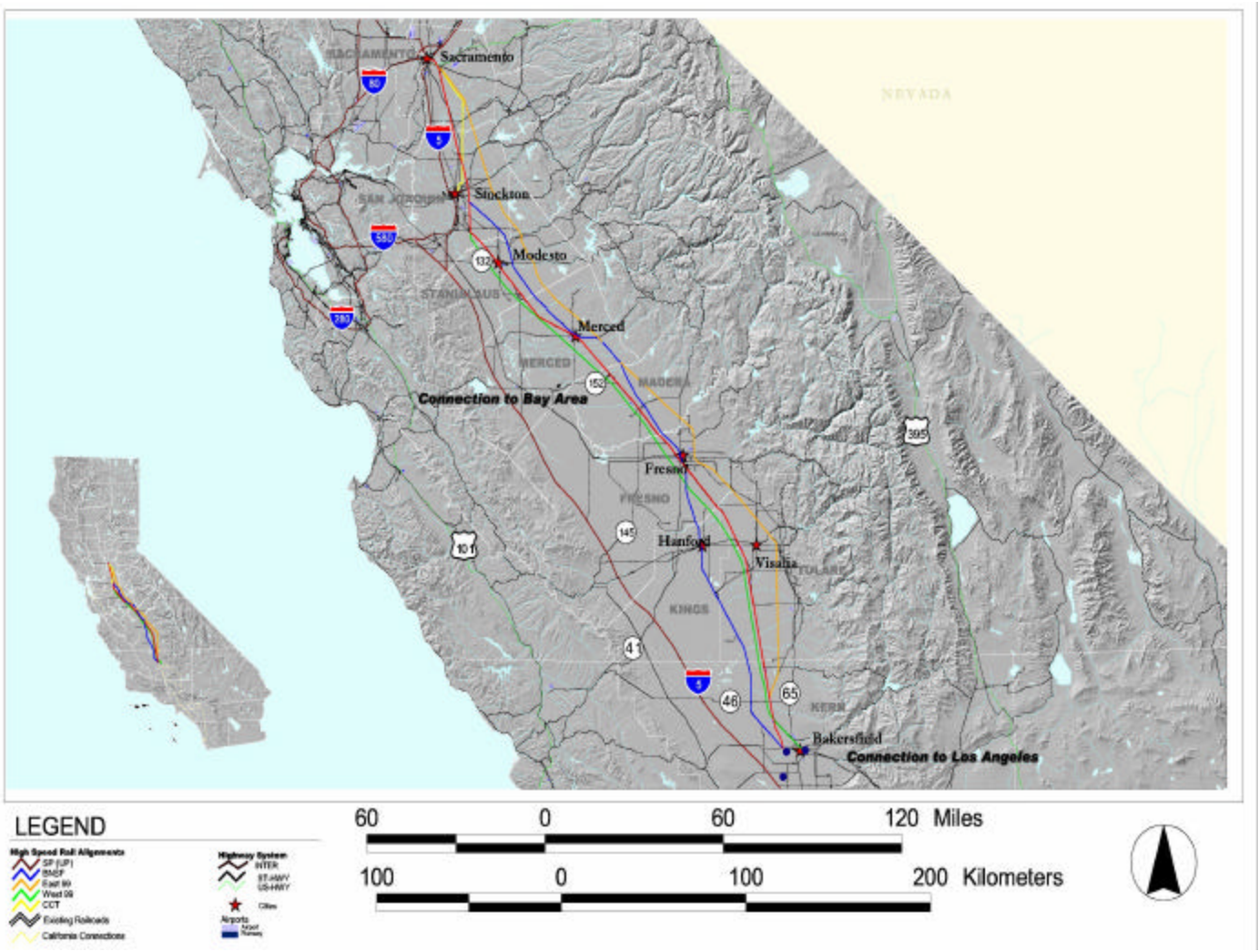
The scoping comments received from federal, state, regional and local agencies as well as the general public strongly support the concept of locating a proposed high-speed train system along an existing rail corridor to the greatest extent possible. Conversely these same entities oppose the creation of a new transportation corridor and new "greenfield" station sites in undeveloped areas through the Central Valley. Coupling the benefits of being adjacent to an existing rail corridor with the scoping comments the Authority will continue further evaluation of existing rail corridors and eliminate the new rail alignment options and the outlying stations associated with those alignments as alternatives for the Sacramento-to-Bakersfield corridor.

Further analyses and detailed comparisons are provided on a segment-by-segment basis in the remainder of this report.

The initial analyses for the Sacramento-to-Bakersfield corridor was conducted for the seven segments listed below. Alignment and station location options within these segments are illustrated in Figure 2-1.

- Sacramento-to-Stockton
- Stockton-to-Modesto
- Modesto-to-Merced
- Merced-to-Fresno
- Fresno-to-Tulare
- Tulare-to-Bakersfield
- Bakersfield-to-Los Angeles Connections

Figure 2-1: Sacramento to Bakersfield Segments



2.1 Sacramento-to-Stockton

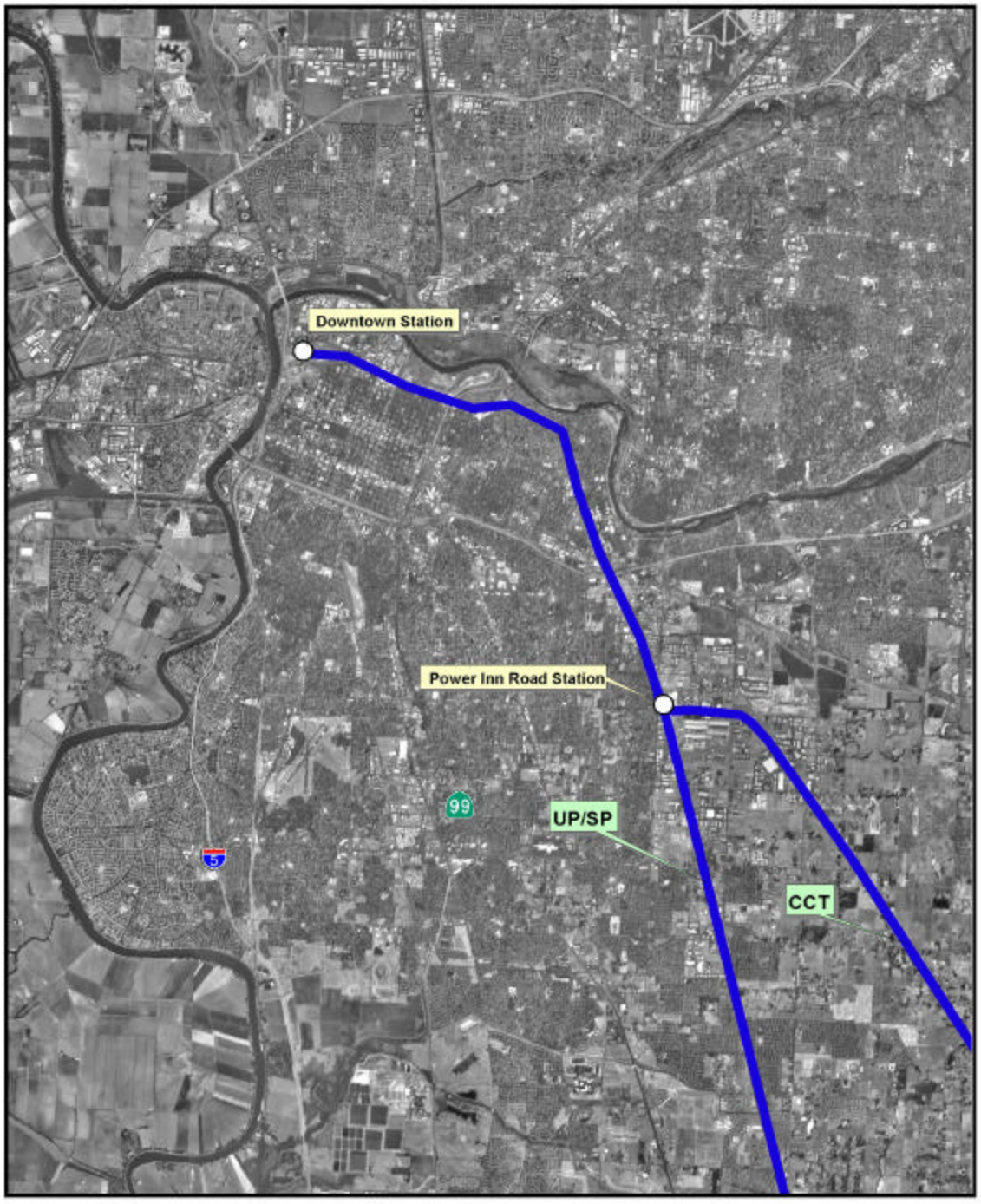
2.1.1 Alignment and Station Location Options for Further Evaluation

Based on information obtained through the initial evaluation, the following alignment and station location options are recommended for further evaluation (see Figure 2-2):

Alignments:

- **Union Pacific (UP):** This potential alignment extends east from the Rail Depot to an embankment going south near California State University Sacramento. North of Lodi the alignment will diverge from the UP to the CCT that will bypass Lodi and will reconnect to the UP to serve the proposed downtown Stockton station site.

The UP alignment is a direct route that serves both Sacramento station sites recommended for further review. This proposed alignment has high ridership and revenue potential and is consistent with existing



Alignment and Station Locations to be Evaluated
Sacramento Stations

Figure 2-2

and planned development. Additionally, utilizing an existing rail corridor reduces the impact on the natural environs, agricultural lands and the parceling of property.

- **Central California Traction (CCT)/SP:** This potential alignment extends southeast from the proposed Power Inn Road station location.

The CCT like the UP offers high ridership and revenue potential and is consistent with existing and planned development in that corridor. Additionally there is low population along the route and the freight rail owners are considering abandoning the line. Although the CCT is a longer route it bypasses Lodi with a direct connection with the "express loop" option around Stockton and a connection to the UP to serve the proposed downtown Stockton station site.

Station Locations:

- **Sacramento Rail Depot:** Located at the existing Amtrak station, this potential station site connects to other modes most effectively and is closest to government and downtown business destinations. This site provides the highest ridership and revenue potential and is compatible with existing and planned development while minimizing impacts to the natural resources. The Sacramento Rail Depot station site is supported by the city and various regional transportation agencies.

- **Power Inn Road:** Located on Power Inn Road, south of the US 50 Freeway and north of Fruitridge Road, this potential station location is located in a predominately industrial area has minimal impacts to social and economic resources with a projected lower capital cost. This sites location east of the city makes it accessible to growing suburban region of Sacramento, with good intermodal access with light rail and US 50.

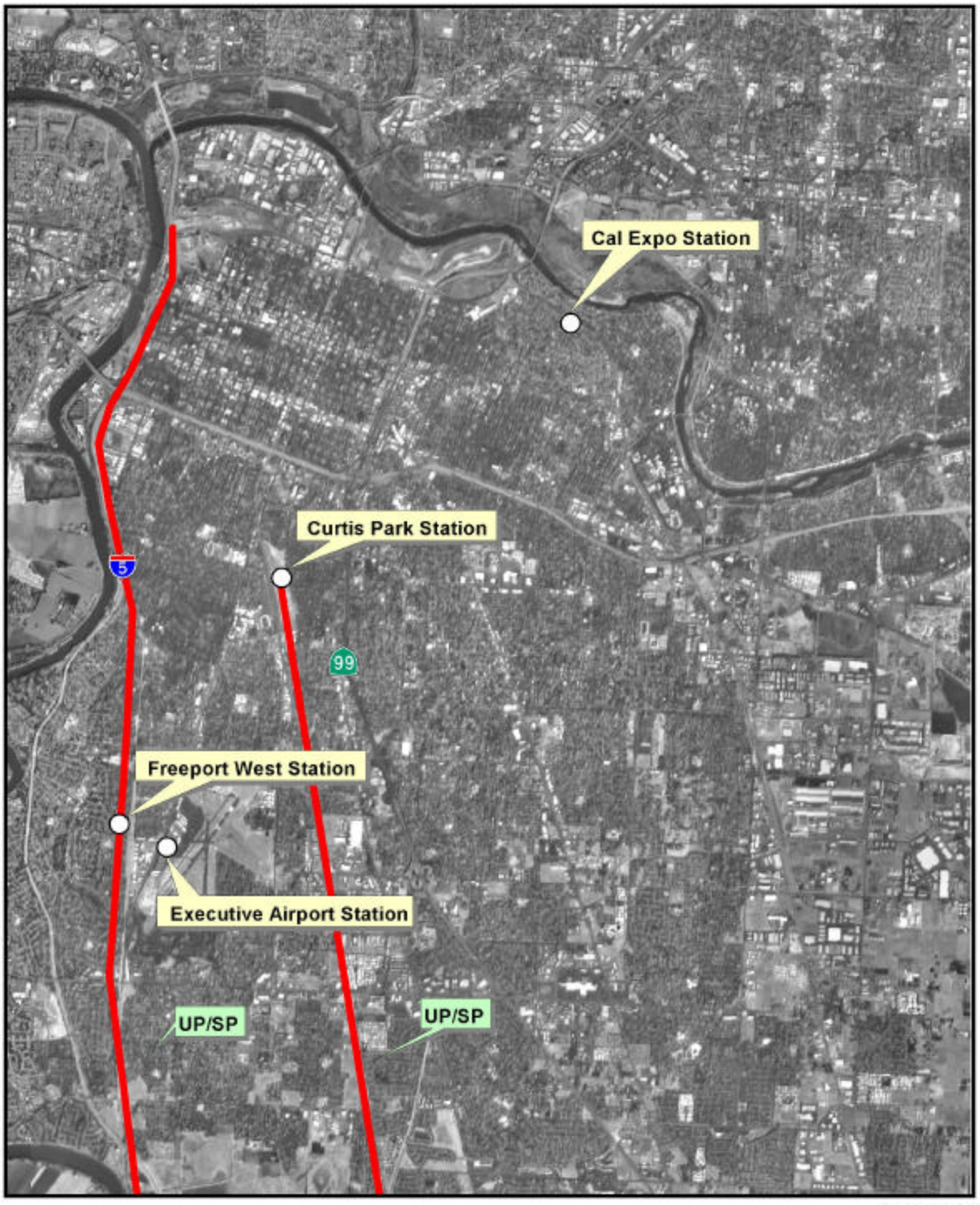
2.1.2 Alignment and Station Location Options to be Eliminated (No Further Evaluation)

Based on information obtained through the initial evaluation, the following alignment and station location options are recommended to be eliminated from further evaluation (see Figure 2-3):

Alignments:

- **Southern Pacific (SP) River Line/Western Pacific (WP):** This alignment extends south from the downtown station location on the SP-River Line to the WP alignment to Stockton.

The (SP) River Line/WP alignment has the potential of having competitive travel times, however it has the highest estimated capital cost due to the elevated flyover over the I-5 and tunneling under 3rd Street for a subterranean downtown station site. Additionally this alignment has impacts on parklands, and traverses environmentally sensitive areas south of the city requiring the development of a new rail transportation corridor through developing areas.



Alignment and Station Locations to be Eliminated
Sacramento Stations
Figure 2-3

Station Locations:

- **Curtis Park:** This potential station site would only serve the WP/SP alignment alternative that staff recommends be eliminated from further investigation. This site is south of downtown in a dense residential area making it incompatible with existing and planned development with severe impacts to cultural resources.

- **Executive Airport:** This potential station site would only serve the SP-River Line alignment alternative that staff recommends be eliminated from further investigation. This site is considerably south of downtown resulting in reduced ridership and revenue potential with poor connectivity and accessibility.

- **Freeport West:** This potential station site would only serve the SP-River Line alignment alternative that staff recommends be eliminated from further investigation. This site is considerably south of downtown resulting in reduced ridership and revenue potential with poor connectivity and accessibility as well as being incompatible with existing and planned development.

- **Cal Expo Fairgrounds:** This potential site was put forward during the public comment phase of the program. Significant environmental factors and the lack of clear access to the site by either rail or road led to its removal from further consideration.

2.2 Stockton-to-Modesto

2.2.1 Alignment and Station Location Options for Further Evaluation

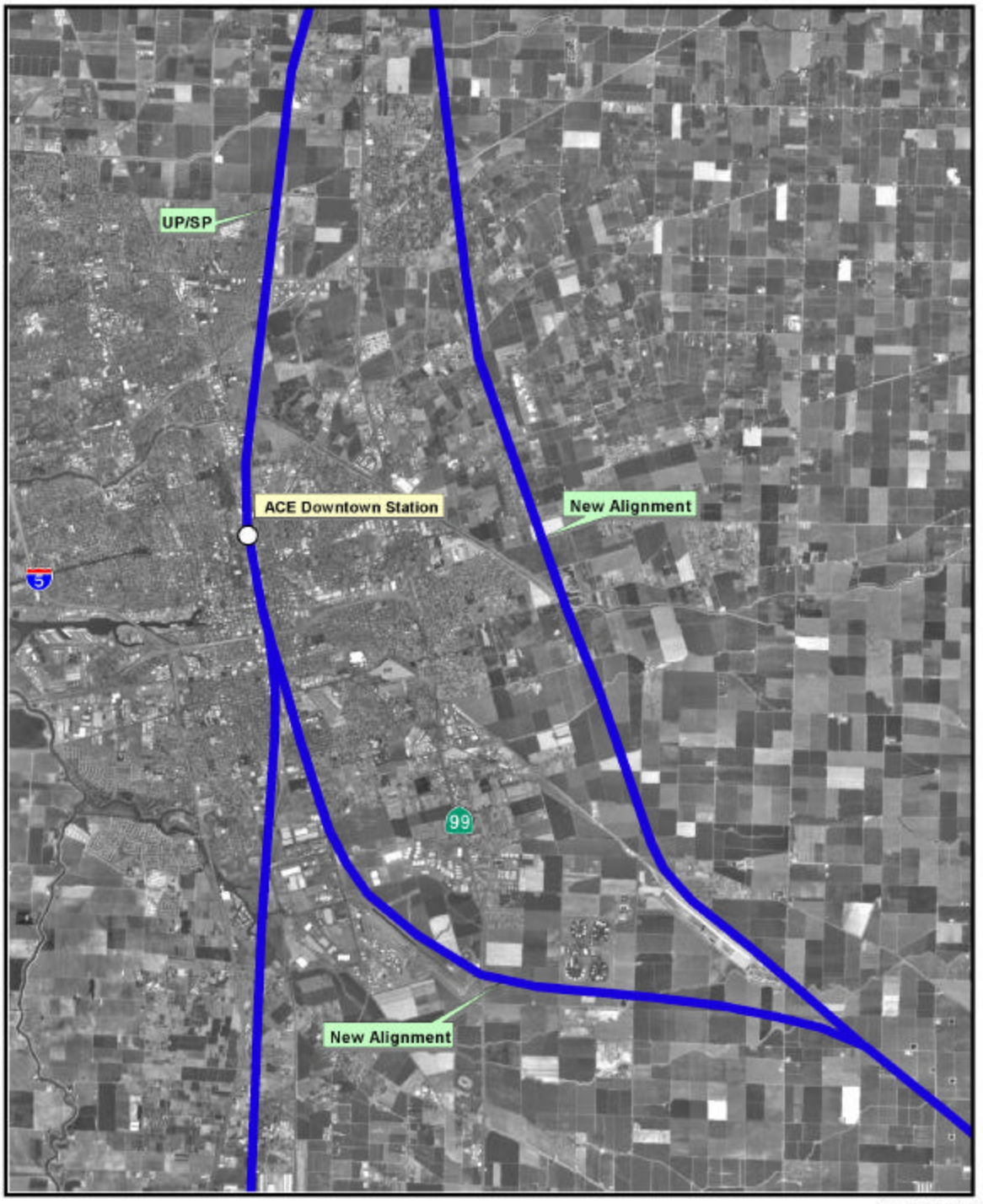
Based on information obtained through the initial evaluation, the following alignment and station location options are recommended for further evaluation (see Figure 2-4):

Alignments:

- **"Express Loop"/Burlington Northern Santa Fe (BNSF):** This potential alignment allows for high-speed through service while providing service to the proposed Downtown ACE station. Both the stopping and through tracks diverge from the UP/CCT north of Stockton and will converge with the BNSF alignment southeast of Stockton.

In order for the high-speed train system to serve Stockton it is recommended that the "Express Loop" option be utilized. The proposed Downtown ACE station will be served by two-track stopping track on the UP and the two through express tracks on a new rail alignment will be routed to the east of Stockton avoiding urban disruption. The "Express Loop" option will cause the least amount of impact to downtown Stockton while maximizing ridership and revenue and accessibility and connectivity. The BNSF alignment leaving Stockton toward Modesto maximizes ridership and revenue potential, connectivity and accessibility, and is compatible with existing and planned development while minimizing the impacts to natural resources. The BNSF is the shortest alignment to Modesto and is relatively undeveloped.

- **"Express Loop"/UP:** This potential alignment allows for high-speed through service while providing service to the proposed Downtown ACE station. The stopping track will continue on the UP alignment to the proposed station site and the through tracks will diverge from the UP/CCT north of Stockton and will converge back with the UP south of Stockton.



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Legend

Alignments to be Evaluated

Station Locations to be Evaluated

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Alignment and Station Locations to be Evaluated
Stockton Stations

Figure 2-4

The UP alignment offers direct service to the proposed Downtown ACE station and a direct connection with a downtown Modesto station. This alignment maximizes ridership and revenue potential, connectivity and accessibility, and is compatible with existing and planned development while minimizing the impacts to natural resources.

Station Locations:

Downtown ACE: This potential station site is the former Southern Pacific depot and the current terminal of the Altamont Railway Express (ACE) commuter service to San Jose. Because of the tight curves on the existing rail line through downtown Stockton that would severely limit maximum speeds, an express track outside of the urban area would have to be developed in order to provide high-speed service. This potential station site maximizes ridership and revenue potential, connectivity and accessibility while minimizing the impacts to natural resources. The downtown station site is strongly supported by the city of Stockton as the preferred station location for Stockton.

2.2.2 Alignment and Station Location Options to be Eliminated (No Further Evaluation)

Based on information obtained through the initial evaluation, the following alignment and station location options are recommended to be eliminated from further evaluation (see Figure 2-5):

Alignments:

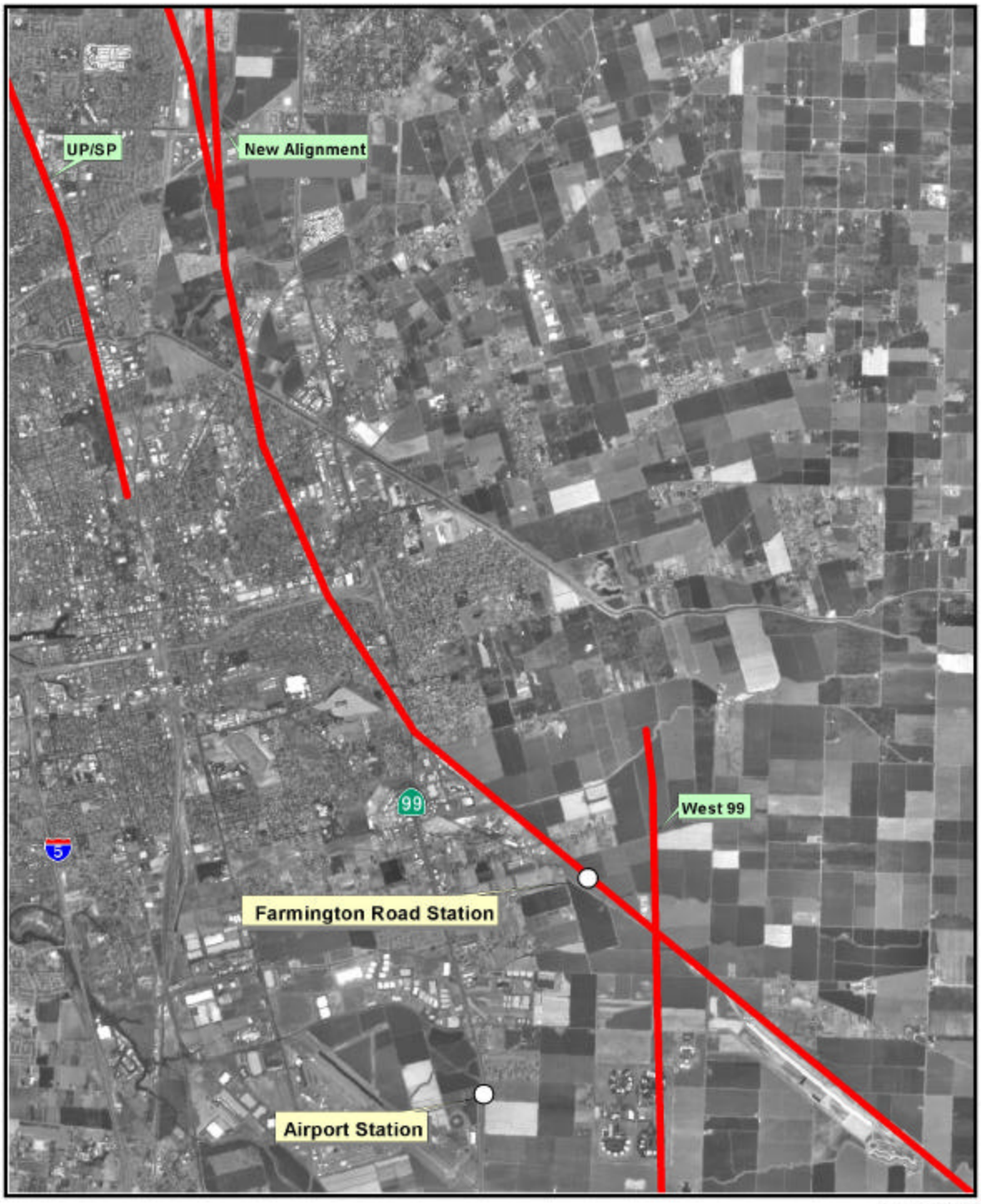
- **West 99 (W99):** This potential alignment traverses the valley from the east side of Stockton to a far west station site in Modesto.

The W99 alignment is a new "greenfield" alignment west of SR 99. This alignment lacks connectivity and accessibility and is inconsistent with existing and planned development impacting natural resources, with a significant impact on agricultural lands.

Station Location:

- **Farmington Road:** This potential station location is located between the BNSF railroad right-of-way and State Route 4, Farmington Road, just east of Highway 99. This station site is well away from downtown and from the growing area of Stockton with severe impacts on the natural resources and is less compatible with existing and planned development.

- **Stockton Airport:** This potential station site is located on the UP alignment from Sacramento to Stockton. This station site is well away from downtown and from the growing areas of Stockton with poor connectivity and accessibility and substantial impacts on social and economic resources.



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Alignment and Station Locations to be Eliminated
Stockton Stations

Figure 2-5

2.3 Modesto-to-Merced

2.3.1 Alignment and Station Location Options for Further Evaluation

Based on information obtained through the initial evaluation, the following alignment and station location options are recommended for further evaluation (see Figure 2-6):

Alignments:

- **BNSF:** This potential alignment is adjacent to the BNSF extending south from the proposed Modesto Amtrak – Briggsmore station location to Merced.

The BNSF alignment is a most direct alignment to Merced with faster travel times with minimal interaction with other communities. Additionally this alignment has minimal impact on cultural, social and economic, and natural resources.

- **UP:** This potential alignment is adjacent to the UP extending south from the proposed downtown Stockton station location to Merced.

The UP alignment offers direct service to the proposed Downtown station and a direct connection with a downtown Merced station. This alignment maximizes ridership and revenue potential, connectivity and accessibility, and is compatible with existing and planned development while minimizing the impacts to natural resources.

Station Locations:

- **Modesto Downtown:** This potential station site is the former SP rail station and currently the Modesto Transportation Center. This site is compatible with existing and planned development and maximizes ridership and revenue potential and connectivity and accessibility as well as minimizing the impacts to natural resources. The proposed downtown Modesto station site is on a constrained corridor therefore the "Express Loop" option may need to be considered to serve this station site.

- **Modesto Amtrak - Briggsmore:** This potential station site is located at the existing Amtrak Station on Held Drive north of Briggsmore Avenue on the BNSF alignment. This is a suburban site within the growth areas of the metropolitan Modesto area, which could serve as a transfer point with Amtrak San Joaquin service. This site is compatible with existing and planned development with minimal impacts to social and economic, and cultural resources.

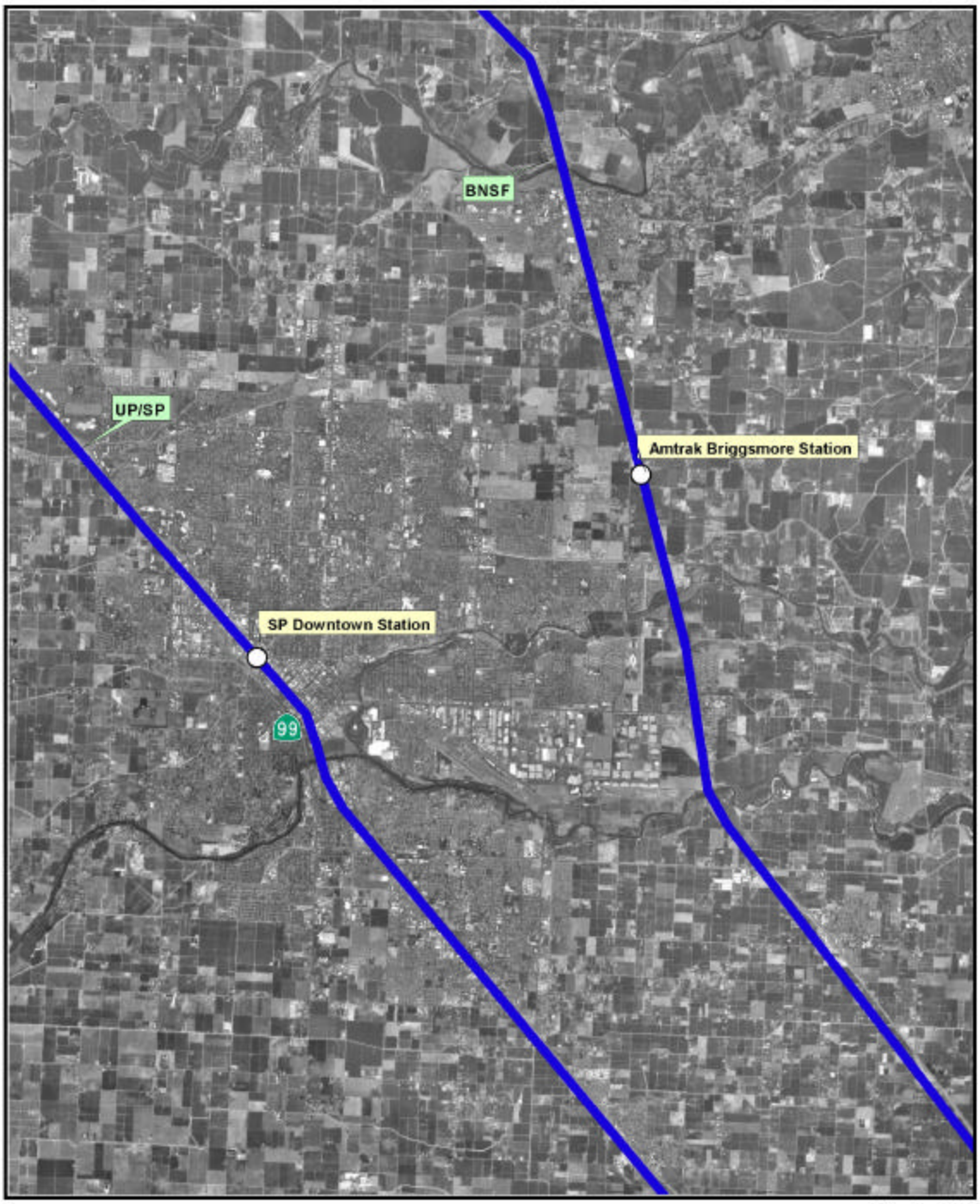
2.3.2 Alignment and Station Location Options to be Eliminated (No Further Evaluation)

Based on information obtained through the initial evaluation, the following alignment and station location options are recommended to be eliminated from further evaluation (see Figure 2-7):

Alignments:

- **East 99 (E99):** This potential alignment currently follows a roughly defined SR 65 corridor.

The E99 new rail alignment is new and farther from the metropolitan area in a "greenfield" alignment impacting prime agricultural lands with reduced connectivity and accessibility.



Alignment and Station Locations to be Evaluated
Modesto Stations

Figure 2-6

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Alignments to be Eliminated

Station Locations to be Eliminated

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Alignment and Station Locations to be Eliminated
Modesto Stations

Figure 2-7

- **W99:** This alignment is located west of downtown Modesto and extends south from Modesto toward Merced.

The W99 serves only a Modesto west station location, which is a considerable distance from the population in a "greenfield" alignment with considerable impact on agricultural lands. This alignment is also the longest of the four alignments resulting in longer travel times.

Station Locations:

- **Modesto West:** This potential station site is located at an outlying site along Maze Boulevard where the W99 alignment crosses the highway. This station site is on the W99 alignment alternative from Stockton to Modesto which staff recommends be eliminated from further investigation. This station site is considerably west of Modesto on a "greenfield" site impacting prime agricultural land, with poor connectivity and accessibility and reduced ridership and revenue potential.

- **Modesto Empire:** This potential station site would occupy portions of a BNSF rail yard in the Empire section of Modesto. This station site is on the BNSF alignment south of the recommended Amtrak Briggsmore option. This proposed station site is less compatible with existing or planned development, has reduced connectivity and accessibility, and is subject to more freight rail interaction than the Briggsmore station site.

- **Modesto East:** This potential station site is located at an outlying site along Yosemite Boulevard where E99 alignment crosses the highway. This station site is on the E99 alignment alternative from Stockton to Modesto which staff recommends be eliminated from further investigation. This site is a "greenfield" site in predominately agricultural lands, with poor connectivity and accessibility and reduced ridership and revenue potential.

2.4 Merced-to-Fresno

2.4.1 Alignment and Station Location Options for Further Evaluation

Based on information obtained through the initial evaluation, the following alignment and station location options are recommended for further evaluation (see Figure 2-8):

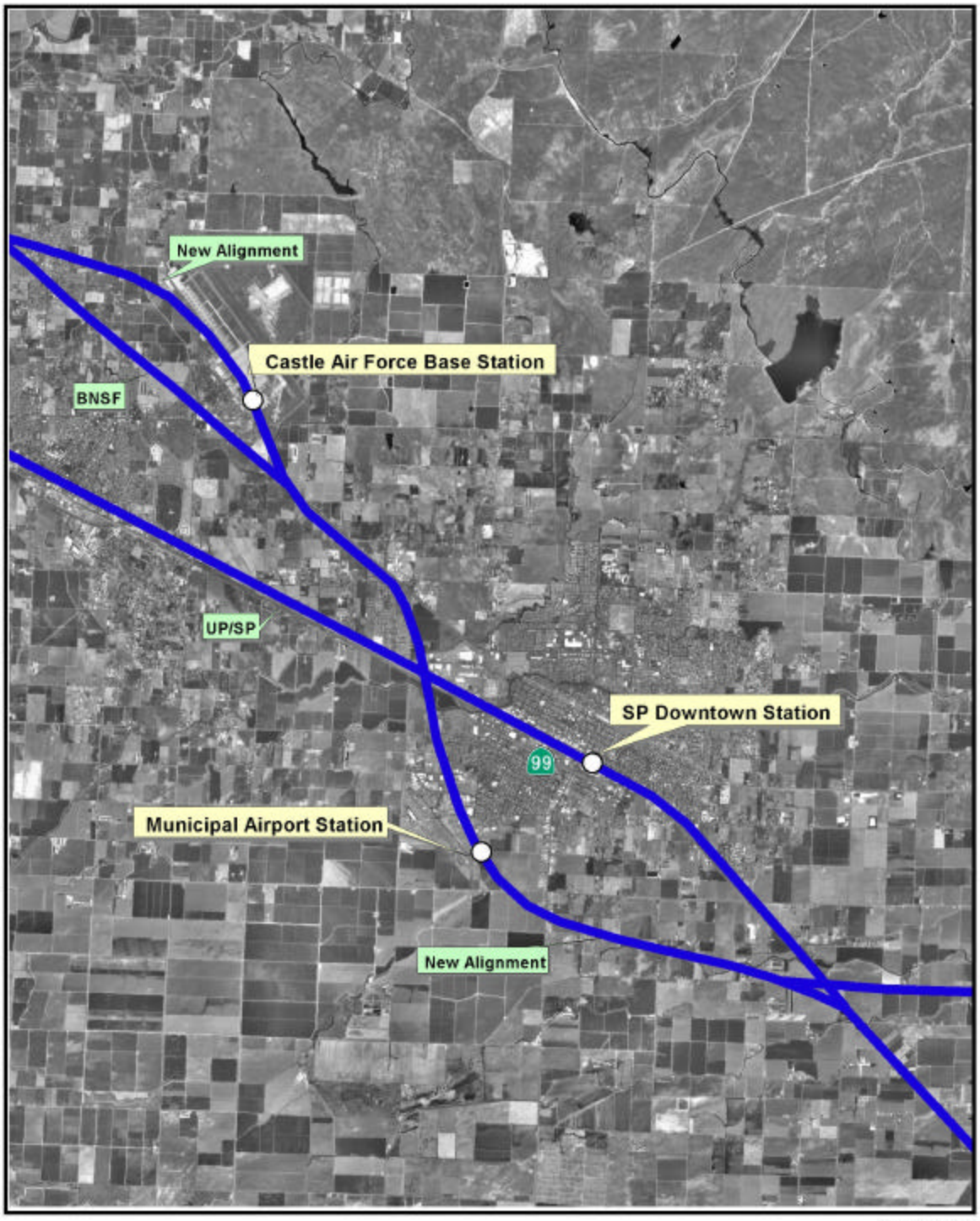
Alignments:

- **UP:** This potential alignment extends south from Merced to a Fresno station location.

The UP alignment offers direct service to the proposed downtown Merced station and a direct connection with a downtown Fresno station. The UP alignment maximizes ridership and revenue potential, connectivity and accessibility, and is compatible with existing and planned development.

- **BNSF:** This potential alignment extends south from Merced to a Fresno station location.

In order to serve the proposed Castle station site or the Merced Municipal airport site, while avoiding impacting the urban environs, the alignment would diverge from the BNSF onto a new high-speed rail alignment connecting to either of the station sites and converging with the BNSF south of Merced. North of Fresno it is assumed the proposed Fresno rail consolidation plan will be implemented consolidating the BNSF rail alignment onto the UP corridor. Based on this assumption the BNSF alignment will serve the proposed station site in Fresno. However, if the rail consolidation does not move forward the alignment from Merced will diverge from the BNSF onto the UP north of Fresno in order to serve the proposed Fresno station site. Being adjacent to an existing rail corridor minimizes the impact on agricultural land and limits the parceling of property.



Alignment and Station Locations to be Evaluated
Merced Stations

Figure 2-8

Stations:

- **Merced Downtown:** This potential station site is on the UP alignment and lies near the city center and is the transit hub of Merced on the UP route. The downtown station site maximizes ridership and revenue potential and connectivity and accessibility while minimizing the impacts to natural resources.

- **Castle Air force Base:** This potential station site is located at the decommissioned Air Force Base close to the BNSF alignment coming from Modesto. The Castle Air Force Base site would require a divergence from the BNSF to connect to the station site and eventually connecting to the UP alignment south of Merced. This site can be very compatible for a station with little disruption of local access patterns. Easy access from the developing university campus and community would occur via a new highway alignment along Bellevue Avenue.

- **Merced Municipal Airport:** This potential station site is located on the grounds of the existing MCE airport complex southwest of SR 99. This station site would require a divergence from the BNSF to connect to the UP. This site is a considerable distance from the proposed University of California-Merced, however it is adjacent to downtown Merced. This site is compatible with existing and planned development and has minimal impacts on cultural resources.

2.4.2 Alignment and Station Location Options to be Eliminated (No Further Evaluation)

Based on information obtained through the initial evaluation, the following alignment and station location options are recommended to be eliminated from further evaluation (see Figure 2-9):

Alignments:

- **W99:** This alignment is located west of downtown Merced and extends southeast from Merced toward Fresno.

The W99 is a considerable distance from the population in a "greenfield" alignment with the highest impacts on natural resources and significant impact on agricultural lands.

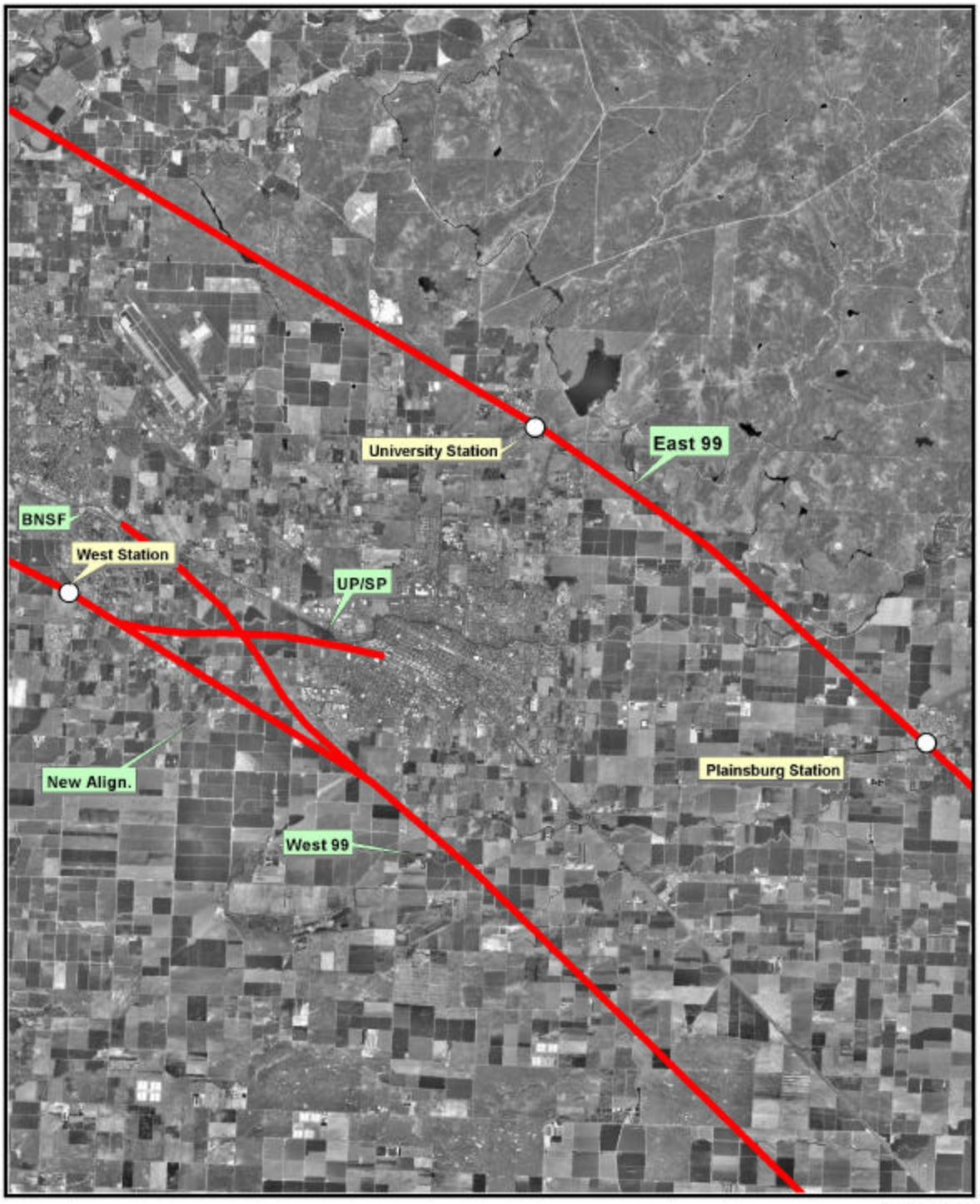
- **E99/BNSF:** This potential alignment currently follows a roughly defined freeway corridor and would merge with the BNSF southeast of Merced until just north of Fresno where it will diverge from the BNSF and return to the general E99 alignment.

The E99/BNSF alignment is considerably east of development resulting in lower ridership and revenue and poor connectivity and accessibility. Additionally this alignment cuts through prime agricultural land.

Stations:

- **Merced University:** This potential station site is located within an area now being redesigned for university and new community uses on the E99 alignment alternative from Modesto to Merced which staff recommends be eliminated from further investigation. A standard configuration station at this site would entail four high-speed tracks running through the proposed development areas which would affect residential areas, threatened and endangered species and a considerable amount of farmlands, wetlands, and flood-prone areas.

- **Plainsburg:** This potential station site lies at the joining of the existing BNSF line and a conceptual E99 route from the University area which staff recommends be eliminated from further investigation. The site is the most distant from the established and developing areas of Merced and well into areas that expected to remain in agricultural land use.



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Alignments to be Eliminated

Station Locations to be Eliminated

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Alignment and Station Locations to be Eliminated
Merced Stations

Figure 2-9

2.5 Fresno-to-Tulare

2.5.1 Alignment and Station Location Options for Further Evaluation

Based on information obtained through the initial evaluation, the following alignment and station location options are recommended for further evaluation (see Figure 2-10):

Alignments:

- **UP:** This potential alignment is the continuation of the UP alignment from Merced and extends southeast from the proposed Fresno downtown station to the proposed Visalia station site.

The UP alignment offers the highest connectivity and accessibility offering the most direct service from the proposed downtown Fresno station to Visalia. Being adjacent to an existing rail corridor minimizes the impact on agricultural lands, limits the parceling of property, and is consistent with the existing and planned development in Fresno and Visalia.

- **BNSF:** This potential alignment extends south from Fresno to a Hanford station site.

Currently the BNSF alignment in Fresno runs through residential areas on a narrow single-track right-of-way, crossing many local streets, which would require extensive grade separations, raising costs and visual impacts. However as part of the rail consolidation plan being proposed by the Fresno Council of Governments the BNSF line would be relocated into the UP alignment at a point north of Fresno and would diverge with the UP south of Fresno. Working on the assumption that the rail consolidation plan is implemented this alignment offers the highest connectivity and accessibility offering the most direct service from the proposed downtown Fresno station to Hanford. However if the rail consolidation plan were not implemented the alignment to the north of Fresno would be diverted from the BNSF to the UP alignment to connect with the proposed downtown Fresno station location and will converge with the BNSF south of Fresno.

Stations:

- **Fresno Downtown:** This potential station site is located within the UP right-of-way in downtown Fresno that is the site of the current rail consolidation study being conducted.

The Fresno Downtown station site is closest to the city center as well as the "Triangle" formed by the 99, 41 and 180 freeways, allowing for the maximization of connectivity and accessibility as well as ridership and revenue with minimal environmental impacts this station has the highest level of compatibility with existing and planned development and is the preferred choice of the City of Fresno and the region. The City of Fresno believes that having the high-speed train station downtown is vital to the future of the city. The downtown station site is close to freeways and to the urban core; it is a straight alignment, industrial corridor and minimizes impacts to residential properties. It is now assumed that a four-track high-speed station can fit on this site with existing and future freight rail operations. If less room is available for high-speed purposes, an "express loop" on the W99 alignment might be desirable; this arrangement would then require two stopping tracks downtown and two through tracks to the west of Fresno.

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Alignments to be Evaluated

Station Locations to be Evaluated

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Alignment and Station Locations to be Evaluated
Fresno Stations

Figure 2-10

2.5.2 Alignment and Station Location Options to be Eliminated (No Further Evaluation)

Based on information obtained through the initial evaluation, the following alignment and station location options are recommended to be eliminated from further evaluation (see Figure 2-11):

Alignments:

- **W99:** This potential new alignment is considerably west of downtown Fresno and extends southeast from Fresno toward Tulare.

The W99 alignment is a new "greenfield" alignment west of SR 99, which would have the highest impacts on natural resources, and significant impact on agricultural lands.

- **E99:** This potential new alignment currently follows a roughly defined potential SR 65 freeway corridor.

The E99 is considerably east of SR 99. This is the longest route adding travel time and costs and having the highest impacts on natural resources and significant impacts on agricultural lands. E99 is not compatible with planned and existing development and has poor connectivity and accessibility.

Stations:

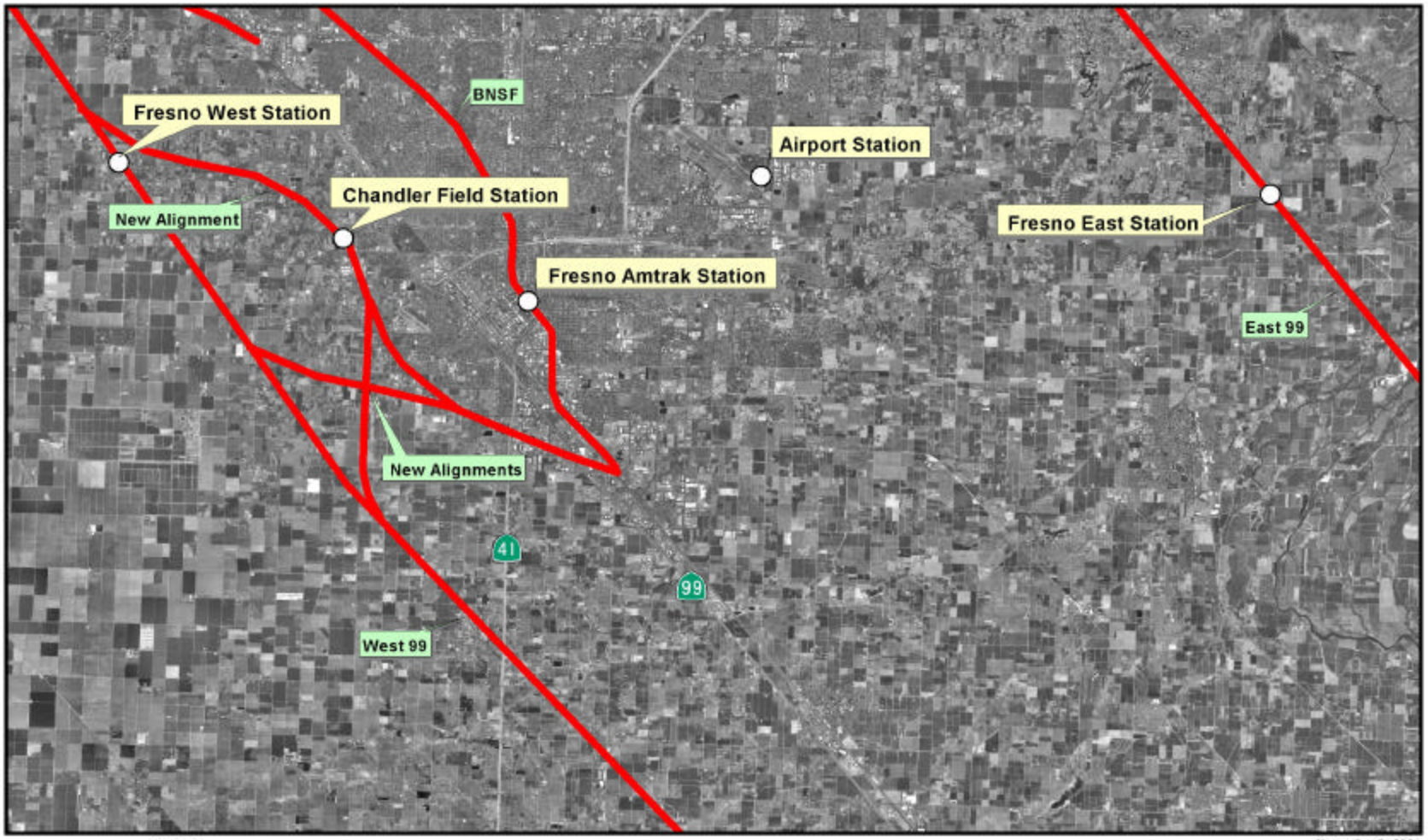
- **Fresno West:** This potential station site is on the W99 alignment alternative from Merced to Fresno which staff recommends be eliminated from further investigation. Additionally, this site is almost entirely within farmlands of prime, unique, or statewide importance, reduces ridership and revenue potential and is not compatible the with existing and planned development.

- **Chandler Field:** This potential station site is currently not served by any rail line, a new connector must be constructed from the UP alignment, which would cause disruption to land uses along the new line and is incompatible with planned and existing development.

- **Fresno Amtrak Station:** This potential station site is the current Amtrak site along the BNSF mainline which is not being recommended for further evaluation due to the alignment being single track with no excess right-of-way as it curves through Fresno.

- **Fresno Yosemite International Airport:** This potential station site would make use of a portion of the Fresno Yosemite International Airport, a large transportation site in the region. However, a suitable high-speed alignment could not be found. An earlier E99 alignment to connect this site would have run on a former rail alignment through the center of the City of Clovis and on a new alignment thorough parts of eastern Fresno. These impacts have been considered too disruptive. A new E99 alignment has since moved farther east of this site to make use of a conceptual; joint freeway alignment.

- **Fresno East:** This potential station site is on the E99 alignment alternative from Merced to Fresno which staff recommends be eliminated from further investigation. This site is considerably east of Fresno and has the least connectivity and accessibility and ridership and revenue potential. This is a "greenfield" site that is not compatible with existing and planned development.



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California High-Speed Train Program EIR/EIS

Alignment and Station Locations to be Eliminated
Fresno Stations
Figure 2-11

2.6 Tulare-to-Bakersfield

2.6.1 Alignment and Station Location Options for Further Evaluation

Based on information obtained through the initial evaluation, the following alignment and station location options are recommended for further evaluation (see Figure 2-12):

Alignments:

- **UP:** This potential alignment extends south from the proposed Visalia Airport station location to Bakersfield.

The UP alignment has the most direct link to Bakersfield with the highest ridership and revenue potential and maximizes connectivity and accessibility. It also maximizes compatibly with existing and planned development and best serves the preferred Visalia station site and the preferred station locations in Bakersfield depending on the connection to Los Angeles. However it does impact the communities along the alignment therefore a divergence from the UP line to bypass these communities maybe an option to mitigate these impacts.

- **BNSF:** This potential alignment extends south from the proposed downtown Hanford station site to Bakersfield.

The BNSF alignment would serve a downtown Hanford station site with a connection to the proposed Bakersfield Truxton Station site. This potential alignment traverses a fairly unpopulated agricultural area with minimal impacts to social and economic resources as well as natural and cultural resources.

- **UP/BNSF:** This potential alignment extends south from the proposed Visalia Airport station location to just north of Bakersfield where the UP veers the southeast the alignment will continue south on a new rail alignment where it will converge with the BNSF into Bakersfield.

The UP/BNSF alignment also has the highest ridership and revenue potential and maximizes connectivity and accessibility. It also maximizes compatibly with existing and planned development and best serves the Visalia station site however this variation of the UP alignment provides the best connection to the proposed Truxton station site with a SR-58 connection into the Antelope Valley. However the UP portion of this alignment may impact the communities along the route therefore a divergence from the UP line to bypass these communities maybe an option to mitigate these impacts.

Stations:

- **Visalia Airport:** This potential station site is located along the UP route near the junction of SR 99 and SR 198 at the Visalia Airport thus maximizing connectivity as well as the maximizing the ridership and revenue potential while minimizing environmental impacts. This centralized site best serves the population of Tulare and Kings counties. Additionally this site is the preferred site of the City of Visalia and supported by the County of Tulare.

- **Hanford:** This potential station site is located along the BNSF alignment in the vicinity of the existing Amtrak station in Hanford. The Hanford station site has minimal impacts on social and economic resources as well as natural and cultural resources.

Alignment and Station Locations to be Evaluated
Tulare Stations

Figure 2-12

2.6.2 Alignment and Station Location Options to be Eliminated (No Further Evaluation)

Based on information obtained through the initial evaluation, the following alignment and station location options are recommended to be eliminated from further evaluation (see Figure 2-13):

Alignments:

- **W99:** This potential new alignment is west of SR 99 and extends south from Tulare toward Bakersfield.

The new rail corridor through farmlands would have a considerable impact on agricultural lands and natural resources.

- **E99:** This potential alignment is considerably east of downtown Visalia and extends south from a station site east of Visalia toward Bakersfield.

The E99 alignment would have considerable agricultural and environmental impacts, serves the fewest riders and has poor connectivity and accessibility.

Stations:

- **Tulare West:** This potential station site is located along the W99 alignment at a point where SR 198 crosses the alignment. This site would only serve the W99 alignment that staff recommends be eliminated from further evaluation. This site would not have as good connectivity and accessibility as the Visalia Airport site, and as a "greenfield" site it would have more environmental impacts, particularly to agricultural lands.

- **Tulare Airport:** This potential station site is located on the UP however it does not provide the ridership and revenue potential that the Visalia Airport option does nor does it offer the same level of connectivity and accessibility.

- **Tulare East County:** This potential station site is located on the E99 alignment which staff is recommending to be eliminated from further evaluation. This station is far from the center of the region's population and would have the least connectivity and accessibility and ridership and revenue potential. This "Greenfield" site would have the greatest impacts on natural resources in particular on agricultural lands.


Tulare West Station
Tulare East Station
West 99
East 99
99
Tulare Airport Stations
November 2, 2001
Legend
Alignments to be Eliminated
Station Locations to be Eliminated
Draft First Screening Report
California High-Speed Train Program EIR/EIS
Alignment and Station Locations to be Eliminated
Tulare Stations

Figure 2-13

2.7 Bakersfield-to-LA Connectors

2.7.1 Alignment and Station Location Options for Further Evaluation

Based on information obtained through the initial evaluation, the following alignment and station location options are recommended for further evaluation (see Figure 2-14):

Alignments:

- **Bakersfield Station to I5 Connector:** This alignment extends east along UP from a Bakersfield station location, south along State Route 184 (SR184)/Wheeler Ridge Road, and generally follows the I-5 to the base of the Tehachapi Mountains were it connects with the Bakersfield-to-Los Angeles corridor.

- **Bakersfield Station to SR-58 Connector:** This alignment extends from a Bakersfield station location along SR-58 east from Bakersfield were it connects with the Bakersfield-to-Los Angeles corridor.

Stations:

- **Truxton:** This potential downtown station site is located just east of the new Amtrak station in downtown Bakersfield near Truxton Avenue and R Street. This proposed site maximizes the ridership and revenue potential, connectivity and accessibility, and is compatible with existing and planned development while minimizing impacts to natural and cultural resources. The Truxton site is one of three sites recommended by the Kern Transportation Foundation. This site is served by the BNSF or BNSF/UP alignment options from the north, and serves the I5 and SR 58 connectors to the Los Angeles corridor.

- **Golden State:** This potential downtown station site is located along the existing UP route that parallels Golden State Avenue in the northern part of downtown Bakersfield. This proposed site maximizes ridership and revenue potential while minimizing the impacts to social and economic resources. This Golden State site is one of three sites recommended by the Kern Transportation Foundation. This site is served by the UP alignment from the north, and serves the I5 and SR 58 connectors to the Los Angeles corridor.

- **Bakersfield Airport:** This potential station site is located along the existing on the UP route just west of SR 99 and south of 7th Standard Road, which is planned for freeway expansion. This proposed site is compatible with existing and planned development while minimizing the impacts on natural, social, economic and cultural resources. The Bakersfield Airport site is one of three sites recommended by the Kern Transportation Foundation. This site is served by the UP alignment from the north, and serves the I5 and SR 58 connectors to the Los Angeles corridor.

2.7.2 Alignment and Station Location Options to be Eliminated (No Further Evaluation)

Based on information obtained through the initial evaluation, the following station location options are recommended to be eliminated from further evaluation (see Figure 2-15):

Alignments:

- **Bakersfield Station to I5 via Comanche Point Connector:** This alignment diverges from the SR-184/Wheeler Ridge Road heading south-southeast to Comanche Point to the base of the Tehachapi Mountains were it connects with the Bakersfield-to-Los Angeles corridor.

- **Bakersfield Station to I5 or Comanche Point Connector via Union Avenue:** This alignment extends south along Union Avenue from a Bakersfield station location, to point south of the urban area where, depending on the alignment crossing the Tehachapi Mountains, would either continue south generally following the I-5 or heading southeast to Comanche Point.

Alignment options connecting to Comanche Point from the south were eliminated from further investigation in the Los Angeles to Bakersfield regional study; thus, eliminating the need to consider these connectors any further.

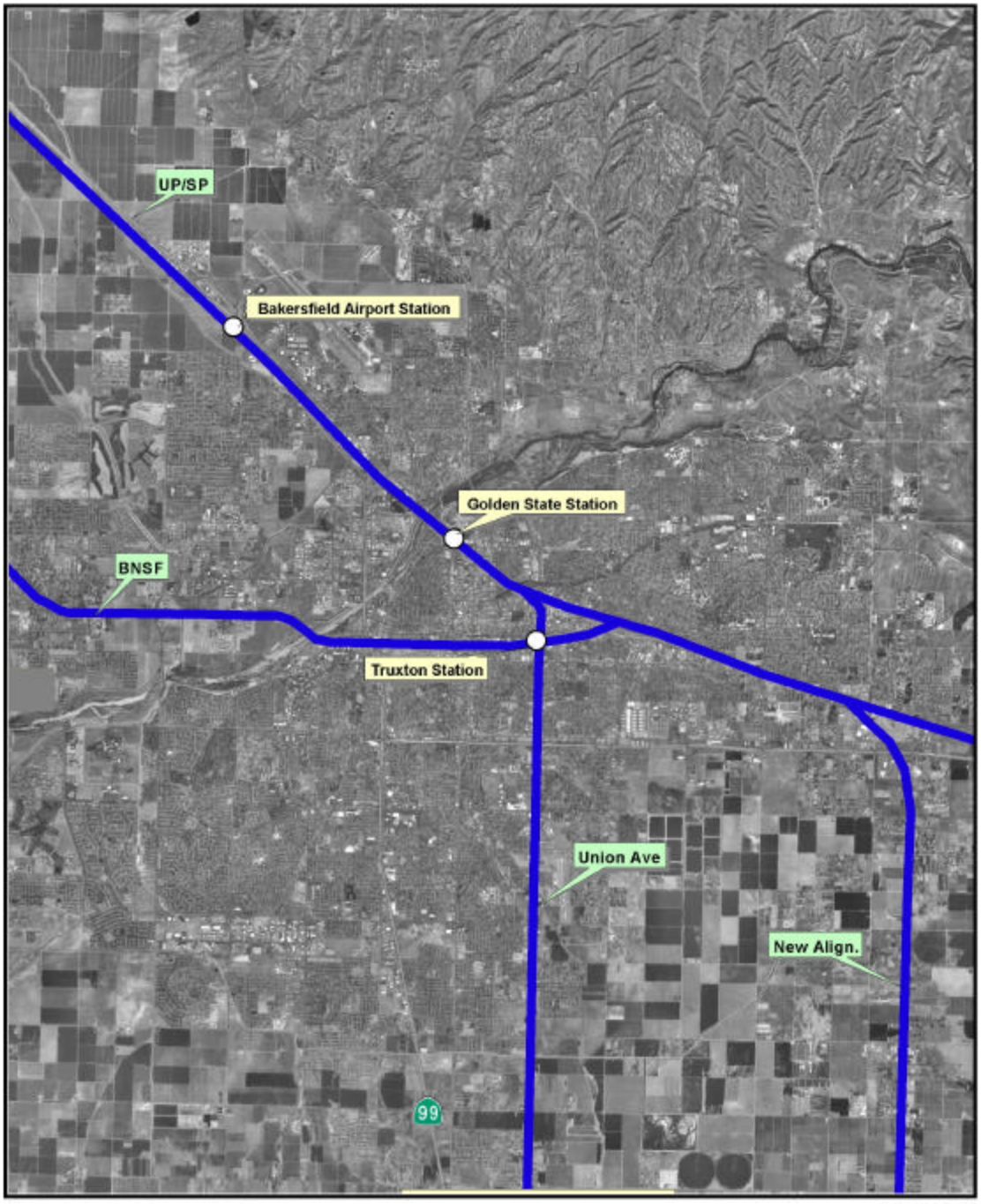
Stations:

- **Bakersfield West:** This potential station site is located on the W99 alignment in the general vicinity of Stockdale Highway and Nord Avenue. This site would only serve the W99 alignment that staff recommends be eliminated from further investigation. This "greenfield" site would have the greatest impacts on natural resources in particular on agricultural lands and would have the least connectivity and accessibility and ridership and revenue potential.

- **Bakersfield East:** This potential station site is located along the UP Tehachapi route toward Mojave and would serve only the SR-58 alignment option into the Antelope Valley. This site is a considerable distance from downtown Bakersfield resulting in reduced ridership, poor connectivity and incompatibility with existing or planned development.

- **Bakersfield South:** This potential station site is located along the W99 alignment at a location west of the SR 99 Freeway and south of Taft Highway. This site would only serve the W99 alignment that staff recommends be eliminated from further investigation. This proposed site is located away from the planned growth resulting in poor connectivity and accessibility with reduced ridership and revenue potential.

- **Old Amtrak Station:** This alignment is located along the BNSF route near freight yards just south of Truxton Avenue near K Street and Chester Avenue. This potential site is not compatible with existing and planned development and is subject to more freight rail interaction than the Truxton and Golden State station sites.



November 2, 2001

Legend

Alignments to be Evaluated

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Bakersfield Stations

Figure 2-14

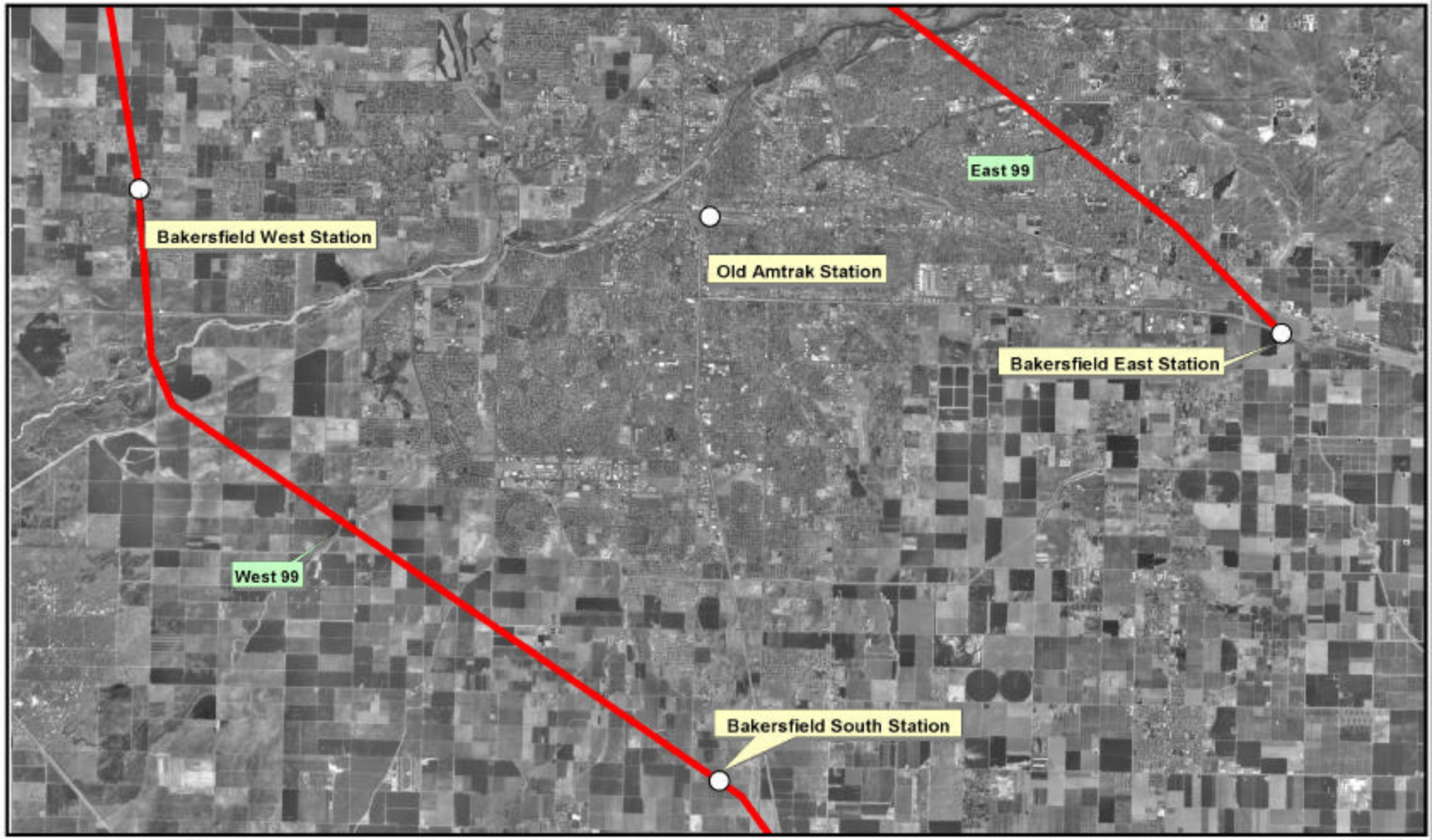
East 99
Bakersfield West Station
Old Amtrak Station
Bakersfield East Station
West 99
Bakersfield South Station
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Figure 2-15